

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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1. One [] ship was forced to remain in the outer harbor of Novorossiysk for the first four days of its call []. Upon arrival, it tried to communicate visually with a signal station, but no one anywhere in the outer harbor answered the ship's repeated signals. Soviet police inspection was brief and limited to sealing cameras and the radio shack when the ship made fast to the pier. At pier side the ship was placed under guard of a pistol-armed policeman, who also examined the red-taped pass whenever a crew member went ashore. []

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2. One [] ship, berthed on the east side of pier No. 4 and loaded crude petroleum during the last days of its stay in port; part of this cargo was transferred from the Soviet oil tanker KLAIPAI (sic), which was berthed on the other side of the pier. The crude petroleum loading took place in three stages. The Soviet tanker emptied 10,000 tons through transverse piping across the pier; in the second stage, the Soviet tanker pumped 6,000 tons to the [] ship, at an undetermined spot outside the harbor, after the former was away for ten hours reloading itself; in the third stage, the [] tanker loaded from distant storage tanks ashore, using the same outlet to take on 200 more tons. All the pipelines are buried and the branches crossing the piers are connected to the longitudinal lines connected to the shore tanks. The latter do not apparently contain much because the Soviet tanker was forced to fill up elsewhere.

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3. Many buoys for net booms were piled on the quay. [] in case of need it would be easy to bar access to Novorossiysk Bay with net booms between Cape Doob and the opposite point of land, because of the shoals and shallows which force ships to follow a compulsory landfall course. The preparation of the nets may be connected with a program which probably foresees blocking the approach. The naval basin accommodated some motor patrol boats resembling [] MTB's of the 841 Class. A coastal submarine arrived [] and departed on the following day. It resembled [] 600-

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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tonner and was armed with a forward gun.

4. Another [] ship arrived in Novorossiysk outer harbor at dawn [] 25X1

While under way in the Gulf of Novorossiysk, it met three MAS, which were headed for Doob Bay. The three boats stayed in that area the entire day and re-entered the port at sundown. They had steel hulls approximately 20 meters long, and appeared to be lacking in armament, although they had space for installations forward and aft. 25X1

5. The red-lighted buoy in Novorossiysk Bay was operative. The green-lighted buoy had been removed. 1,200 meters eastward of the red-lighted buoy, a small, white-painted buoy had been installed. On the range between the former green-lighted buoy and the sea end of the eastern mole, a large, red-painted buoy had been installed 1,000 meters from the mole head. The wrecks lying submerged on the west side of the coal pier had all been removed, and were on shore being scrapped. The wreck of a 4,000-ton ship which went down near the head of the passenger pier was being salvaged. Three-quarters of the hull were emergent.

6. In port the pilot and physician boarded and the ship was given health clearance to proceed to the east quay of the coal pier. This pier had a spread of five or six railroad tracks which were placed somewhat differently than as shown on the port plan; the tracks adjacent to the east extended parallel to the apron as far as the shore end of the pier, where they connected with the main line. The east quay had five cranes; three were five-ton jib cranes, two were gantry cranes with fixed (sic - non luffing?), slewing, travelling jibs. On the west side, there were four five-ton hooked jib cranes.

7. The master of the ship found the port physician quite cordial, and the customs authorities and police shortcut the formalities by sealing the radiotelephone, cameras, and checking currency aboard. No other inspection of the ship was made. The crew was immediately given passes to go ashore. The ship was watched by two pistol-armed policemen during its stay; one was stationed at the after gangplank and the other forward. When documents were withdrawn in preparation for departure, the officer on duty in Inflat asked the master of the ship if he had any complaints about his treatment, and whether he was satisfied with the loading and condition of the cargo. In brief, the treatment was courteous and proper.

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[] There were no merchant ships in port, except for a Soviet 1,000-tanner alongside the west side of the cement pier, loading cement. At berths 30 and 31 of Wharf No. 3, there were two naval units estimated to be corvettes. Their displacement was 600 to 700 tons, dark gray color, equipped with radar, raked bow, stern unidentified, two rather streamlined funnels, one pole mast near the bridge, and another smaller mast aft. 25X1

9. [] the naval section had the following units present: an escort sloop berthed bow-on at berth number 33; [] 25X1

[] Its armament was stripped, and it was probably under repair. Two divisions of four corvettes each were berthed at 24 and 35 in the naval tidal basin. The division at 34 was made up of 400-ton units; the one at 35 was made up of 300-ton vessels which otherwise were quite similar to the larger corvettes. Their characteristics were more or less as follows: Raked bow; long-barreled AA gun of 30 to 40 mm on the forecastle; conning bridge and navigating bridge; mast abaft the bridge; low deckhouse topped by a slightly broad funnel; two machine guns, one on either side of the ship abaft the funnel and exactly like the one on the forecastle; and two slides for depth charges, one on either side of the stern. 25X1

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vessels flew the Soviet naval ensign at the after staff; it is a white field with red star, hammer, and sickle, and blue stripe on the lower edge. One of the four smaller corvettes flew this ensign except that the field was green. A submarine of approximately 600 tons was berthed between the two corvette divisions [redacted]

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[redacted] it was one of the underwater craft ceded to the USSR [redacted] The two periscopes were visible but not the snorkel. The submarine and the surface vessels were painted light gray.

10. [redacted] two motor tankers of 10,000-ton capacity berthed at 30 and 31 along side the petroleum pier. Berths 30 and 31 each have three or four connections to load 600 tons an hour. The Yugoslav motor tanker JAICE loaded 10,000 tons of crude petroleum bound for Fiume; this ship is the ex-ROMSA. Five Soviet steamships of medium tonnage; one 2,000-ton [redacted] steamship, and a Soviet passenger ship, which arrived [redacted] constituted the rest of the merchant traffic [redacted]

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11. [redacted] approximately 20 units, including corvettes, coastal destroyers, MTB's, and minesweepers, were berthed between 33 and 37.

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